

COUNTRY East Germany REPORT 50X1-HUM

TOPIC Laerz Airfield 50X1-HUM

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DATE PREPARED 17 December 1952

PAGES 3 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. On the evening of 19 October, LC officers and EM detrained from each of the 10 railroad cars at Ellerholz railroad station. the shipment was consigned to Shdanov, Ellerholz railroad station, airfield. Many young officers were among the personnel.¹
2. Every evening about 6 p.m. between 19 and 30 October, about 30 trucks with EM moved from the billets in Rechlin to Laerz airfield. After 8 p.m., two searchlights including one at the field and the other one at the barracks area were in operation. A little later, it was usually observed that individual MiG-15s started flying.²
3. The barriers on the Mirow-Petzow road were guarded by an increased number of sentries who were under the command of an officer. motor vehicles were observed on the road to the billeting buildings at the field;

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4. The following observations were made at the field between 27 October and 6 November 1952:

27 October. Fifteen MiG-15s with auxiliary fuel tanks were towed from the dispersal area along the canal to the eastern hardstand of the field. They practiced individual flying between 9 a.m. and 3:30 p.m. There was a 5/10 overcast, the cloud base being at an altitude of 1,000 meters.

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28 October. At 7 a.m., 12 MiG-15s with auxiliary fuel tanks were towed from the dispersal area along the canal to the eastern hardstand. At about 11 a.m., dense fog developed, and the planes were towed back. There was air activity. At 3:30 p.m., three single-engine, low-wing monoplanes with radial engines, [redacted] landed at the field and taxied to the dispersal area along the canal.

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29 October. Fourteen MiG-15s with auxiliary fuel tanks were towed from the dispersal area at the flight control station to the eastern hardstand. Between 9:30 a.m. and 2 p.m., eight of the planes made individual flights. There was a 5/10 overcast at an altitude of about 1,000 meters. Five planes [redacted]

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30 October. At 7 a.m., 12 MiG-15s were towed from the dispersal area at the flight control building to the eastern hardstand. They made individual flights between 7 a.m. and 2 p.m. There was the same weather as on the preceding day. Five planes [redacted]

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[redacted] At 2:30 p.m., five single-engine, low-wing monoplanes with radial engines landed at the field and were towed to the dispersal area at the flight control station.

1 November. At 7 a.m., 16 MiG-15s were towed from the dispersal area at the flight control station to the eastern hardstand. Individual flying was practiced between 9:30 a.m. and 3:30 p.m. The sky was 5/10 overcast, the cloud base being at an altitude of about 800 meters. All the planes were fitted with auxiliary fuel tanks. [redacted]

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[redacted] The latter plane was of type-29.

6 November. Between 1 and 2 p.m., 22 MiG-15s and single-engine, low-wing monoplanes were parked on the dispersal area along the canal, 24 MiG-15s 6 single-engine, low-wing monoplanes and 2 P-2s were on the dispersal area at the flight control station, and 7 MiG-15s were on the site of the alert flight. The red No 11 was identified on a single-engine, low-wing monoplanes at the flight control station. [redacted]

5. Chaparralproof aircraft revetments which were completed at the field up to 3 November, included 11 in the southeastern section north of the taxiway, 12 south of the taxiway and 15 in the woods on both sides of the Miros-Ketzow road. At the latter side, work still continued of five additional revetments. The concrete sections which were being laid measured 20 x 25 cm each.³

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6. Construction work was being done on a concrete road, 15 meters wide, which begins at the point where the taxiway terminates in the eastern hardstands and extends along the edge of the fence gap toward the Miros-Ketzow road.

7. A garage, about 70 x 20 meters, was completed about 20 meters east of the settlement next to the canal. It was surrounded by a board fence about 2 meters high. The garage was occupied by about 60 trucks which were parked in two lines one after the other. A sentry was posted at the western entrance.⁴

8. On 4 November, two sentries were observed near a temporary building 8 x 12 meters, east of the taxiway, in the eastern section of the field, in line with the dispersal area of the alert flight. This temporary building is not identical with the [redacted] one next to the bunker, but it is located southeast of the bunker. It was occupied by 8 to 10 air force soldiers. It was probably used as a guardhouse for the sentries controlling the eastern section of the field.

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[redacted] sketch of the billeting facilities in Kechlin and Allersholz.

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9. Between 10 a.m. and 12:30 p.m. on 3 November, individual flights were made by six jet fighters with auxiliary fuel tanks. A type-29 plane [redacted] fitted with auxiliary fuel tanks took off six times between 7 a.m. and 2:30 p.m. on 10 November. On 15 November, 51 MiG-15 and type-29 planes, 6 single-engine, low-wing monoplanes and 2 P-2s were parked at the field. [redacted]

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[redacted] Between 7:30 a.m. and 2 p.m. on 20 November, 16 jet fighters with auxiliary fuel tanks made individual flights. Eleven of the planes [redacted]

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1. Comment. The arrival of air force soldiers were [redacted] observed after the fall maneuvers. It is believed that older classes were being exchanged for younger soldiers. [redacted]

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2. Comment. Laerz airfield is occupied by two fighter regiments and the headquarters of a fight division. It is noteworthy that mostly individual flights were made and that a large number of single-engine planes was stationed at the field. It may be assumed that the fighter regiments in Laerz as well as at other airfields started a new stage of training. In connection with the exchange of personnel, it is believed that young pilots arrived who have to begin with individual flight training. [redacted]

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3. Comment. [redacted] The floor space of the shrapnel-proof revetments was probably covered with concrete plates. [redacted]

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4. [redacted]

5. Comment. Most of the personnel of the two fighter regiments are quartered in the building in the Rechlin-Allerholz restricted area. [redacted]

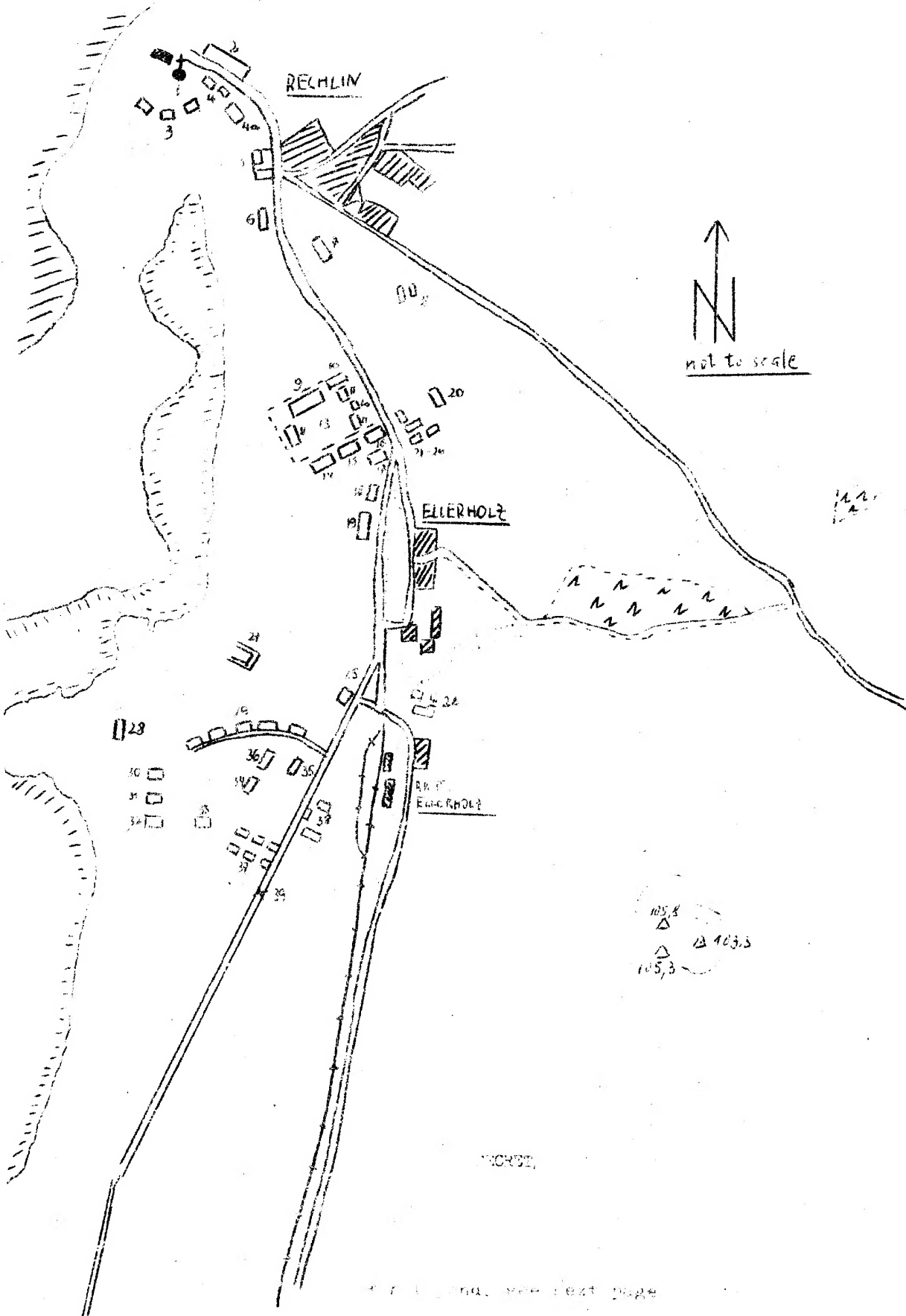
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Annex

Rehlin Restricted Area



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Recklin Restricted AreaLegend:

- 1 Church used as ammunition dump
- 2 Former dwelling, used as hospital
- 3 Dwellings, occupied by officers
- 4 Two houses for officers, now vacant
- 5a Newly erected here for unmarried personnel
- 5 Officers mess, cellar used as garage
- 6 Garage
- 7 Garage and workshop
- 8 Radio installation and two temporary buildings partially underground; radar set
- 9 Four-story building, occupied by officers and officers' mess
- 10 Wooden shed
- 11 1 brick building used as prison, 1 brick building used as a transformer station, 1 wooden building use of which is unknown
- 12 Garage
- 13 Barracks yard; buildings 9 through 12 are surrounded by a wall
- 14, 15, 16 Billets ?
- 17 Administration building with sentry in front
- 18 Commanding officers house with sentry in front
- 19 Officers' billets, offices, instruction rooms
- 20 Former hangar, destroyed
- 21, 22, 23 Garage for trucks
- 24 Garage for tank trucks
- 25 Guardhouse with detention room
- 26 Settlement occupied by resettlers
- 27 Laundry
- 28 Stable
- 29 Five one-family houses, two of which are occupied by Russians while two are vacant
- 30 Mueritz farmhouse, occupied by Russians

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- 31 Brick building
- 32 Trade Organization store
- 33 Brick building
- 34 Post office
- 35 Temporary building
- 36 Former school building occupied by soldiers
- 37 Garage and locksmith's shop; tailor shop etc.
- 38 Dwellings
- 39 Barrier with sentry

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